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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## DEATHS.

On the 9th March, at 105, Warrender Park Road, Edinburgh, Captain ROBERT LOWE, late of barques Oseka and Kate Carnie, aged 83 years. (749)

On the 6th inst., at Singapore, Mrs. GEORGINA FRASER, aged 88 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th March, 1901

In the brief statement telegraphed by our London correspondent about the friction existing at Tientsin between the British and Russians may be seen the possibility of an exceedingly awkward situation, which in the interests of peace in the North we must all hope to see averted. The incident is reported to have arisen over the construction of a siding on the Railway, which was handed back by the Germans to the British on the 21st ult. The position of affairs reached so acute a point that Mr. KINER has been furnished with military support, to be used if necessary in carrying on his work. Our Tientsin correspondent wrote on the 16th ult. that it was understood Mr. KINER and his civilian staff would take over the administration of the railway on former lines, though of course there would be military supervision for a long time and army supply would be the paramount duty of the managers. It seems probable that the trouble has arisen through the conflict of claims between the Railway contractors and the new demands of Russia for land on the river bank opposite the old Settlements. It was anticipated at the time when these demands were first made that difficulties might very possibly arise, particularly between the British and the Russians. A glance of the recent plans of Tientsin will show that an attempt on Russia's part to get a large extension of land on the further bank of the Peiho would soon bring them into collision with the Railway contractors. What makes the situation look serious is that

the British military authorities are apparently making a strong stand. The recent history of events at Tientsin has exhibited Great Britain for the most part acquiescing in the ignoring of her subjects' interests rather than risk a quarrel. The present display of vigour seems to indicate either a change of policy or that the aggression of our Russian allies was very gross. The Railway Company has suffered so much during the course of the troubles in North China, even if, as London telegrams suggest, the damage to the railway stock and plant has been exaggerated, that it is a welcome change to see their cause at last espoused by the Government to which they have to look for support.

An Italian cruiser is expected from Shanghai and will very likely proceed to Canton.

During the 24 hours ending at noon yesterday there were reported two fresh cases of plague and two deaths (Chinese).

The steamer *Italian*, which arrived yesterday morning from outports, reports having seen H.M.S. *Brilliant* at Poochow and a French cruiser at Amoy. The latter is the *Descaux*.

A case of suicide is reported from Kennedytown on Wednesday, when a foreman coolie dived himself of his clothing and jumped into the harbour. The body has not yet been recovered.

A special Government notification issued yesterday stated: The following telegram has been received from the Government of Rangoon, and is published for general information:—“Hongkong declared infected. Inform shipping firms: Letter follows.”

It will be noted from our advertisement columns that Madame Zaria, the well-known American fortune-teller, now stopping in Hongkong, is ready for consultation between the hours 9 a.m. and noon, and 3 and 7 p.m. daily. She is said to have had great success with her predictions, and has many certificates to show.

The flashes which we have seen nightly over the Island this week were produced by H.M.S.S. *Centurion* and *Terrible* “talking” to one another by flashing searchlights, the *Terrible* being in Taitam Bay and the *Centurion* in the Harbour. The flashes were emitted by a sort of venetian blind arrangement, and the ordinary Morse code of telegraphy was used.

A full house assembled in the Theatre Royal last night to witness the staging of the great London success, *Son Toy*, by the Dallas Musical Comedy Company. Expectation, which ran high, was not disappointed, the opera going off with that dash and smoothness so essential in plays of the kind. All of the performers had a good grasp of their parts, which they carried through to a successful and enthusiastic finale. We reserve a fuller report until to-morrow.

The Welsh Fusiliers who are going North to relieve the Australian Naval Contingent at Peking did not embark on Wednesday as previously reported, but at 2 o'clock yesterday afternoon. Previously to the *Chingta* leaving Douglas Wharf she was visited by H.E. Major-General Gascoigne and staff, while the band of the battalion (2nd Batt. R.W.F.), played them on board. By 4 p.m. all was ready for departure and the *Chingta* left the wharf amid hearty cheering. She does not, however, sail from the Harbour until this morning.

The Emperor of Corea has decided to found a practical School of Mines for the instruction of young Coreans in mining engineering. The director and secretary are to be Coreans, but the administrator and professors foreigners. The Royal Chief-Inspectorship of Mines has been given to M. Tremoulet, one of the Korean Commissioners at last year's Paris Exhibition, who will also be virtually at the head of the new school. The school is to be installed at one of the Imperial mines, and M. Tremoulet has been authorised to engage the services of three French mining engineers, who are to be capable of teaching the Korean students and are also to buy the necessary materials in France.

The Peking correspondent of the *N.C. Daily News* writes on the 25th ult. that, apart from the principal offenders who are to be punished by the Chinese Government, another list of some 40 or 50 names will be sent in. Of these several must be condemned to death. But the Chinese Government does not anticipate much or any dealing with provincial and minor officials. The punishment question may therefore be regarded as fairly settled. It will be well if Count von Waldensee's stipulation that the “actual proved punishment” above be adhered to. Meantime the various Allies have troops in readiness to take any necessary aggressive action.

An excellent opportunity will be presented to curio-buyers on Saturday next, when at 2 p.m. Mr. George Lammert will sell by public auction a magnificent collection of Chinese curios. We have had the opportunity of inspecting the curios, which are now on view, and as a collection it is one of the best to be put up for auction for many years past. As some of the articles bear marks, and are fashioned in a manner known to the initiated to be for Imperial use alone, it is possible that many of the curios formed part of the loot taken from the palace at Peking. The collection is a large and varied one, and comprises embroidered cloths and cloths, all kind of vases, carved Buddhas, drinking vessels, pipes, incense-burners, screens, China plates, samurai and tea cups, etc. We understand the articles will be sold without reserve and a good attendance of buyers will no doubt be present.

A further case of plague was reported at Singapore on the 8th inst., the victim being a Chinese coolie.

Mr. James W. Davidson, U.S. Consul at Tamsui, left Formosa for America on the 10th inst. on leave of absence.

Colonel C. B. Maitland, I. M. S., Marine Battalion, Bombay Infantry, is the officer mentioned in recent telegrams as having been killed in the fighting in Somaliland.

A proposal made by the Resident in Travancore and Cochin and other Civil Officers for the formation of a Rifle Association in India is before the Government of India.

Two ice-breakers, after the model of the *Ernak*, for Port Arthur, are being constructed in Finland. Others are in progress in different parts of Russia, and are intended to keep open various harbours, especially Vladivostok.

It is reported that Signor Pidal, Spanish Ambassador to the Vatican, is about to make representations to the Pope with regard to the situation of the monks in the Philippines, who were expelled and expropriated by the Americans.

A council return of military expenditure on the Garrison at Singapore last year shows that the Army Pay Department accounted for \$542,000 spent locally. The amount spent in England, so far as could be ascertained, was \$28,817, or £23,082.

Manila papers learn upon good authority that General Frim, who has maintained the most active warfare in the South of Luzon for some time past, has promised to surrender, and the manner in which he has acted so far makes it look as though this time he is serious in his intentions.

The Sultan of Johore was represented at the Queen's funeral by the Dato Sri Anar d'Rajah, Abdul Rahman, C.M.G., State Secretary, and Vice-President of the State Council of Johore. Sir Robert G. W. Herbert, G.C.B., Chairman of the Johore Advisory Board, sent to Windsor, on behalf of the Sultan, a magnificent wreath of heather and orchids, with the Royal Yellow Ribbon, bearing the inscription, “With regret and respectful condolence, from the Sultan of Johore.”

Calcutta telegrams state that there was an immense gathering at the Presidency Athletic Meeting on the 23rd ult. The Army Championship Shield was won by the Black Watch, the Queen's being second. The Native Army Championship was won by the Guides, with the Central India Horse second. N. G. Pritchard did not succeed in lowering the Indian record for the quarter mile, his time being 52.25 seconds, but the ground was somewhat heavy.

The members of the Red Dragon Lodge No. 65 held a tea and social evening on Tuesday, the 12th inst., in the Sailors' and Soldiers' Home, Arsenal Street, on account of several of their members leaving for the North of China. The concert was held after the ordinary meeting. The chair was taken by Bro. Darley, U.S.N., and the following programme was gone through with great success:—Songs by Bros. Britain, Chiles, Kelall, Hewish, Connor, Lloyd, and Prosser; Readings by Bros. Young, Barley, Tweedle, Taylor, and Marston. Bro. Gullen, U.S.N., and Bro. Maddocks gave very interesting addresses, in which they wished all a “God speed” and hoped they would return as staunch teetotalers. Bro. Little brought one of the finest concerts that has ever been held in the Temperance cause to a close by an Organ Recital, the “Hallelujah Chorus,” after which the members remaining formed a circle round their comrades, and sang as a parting hymn “God be with you ‘till we meet again.” Contributed.

## OUTRAGE ON THE PRAJA.

EUROPEAN PARTLY BLINDED BY VITRIOL. An outrage of an exceptionally cowardly nature was perpetrated on the Praja yesterday morning about seven o'clock, the victim being Mr. G. Reek, leading man of store-houses at H.M. Naval Yard. Mr. Reek left his home in Morrison Hill Road about half-past six on Thursday morning to start the day's duties at the Naval Yard. His road lay along the sea front, and in the case he has always been in the habit of taking. When opposite the French Convent on the I.aya, a quantity of vitriol was thrown with startling and deafening in Mr. Reek's face. Happily, at the moment the vitriol struck him, Mr. Reek had his right hand to his head, and to this fact alone is to be attributed the fact that Mr. Reek is not now totally blind. As it was, his forehead, and the upper part of the right side of his face, as well as right arm, have been severely burnt. Mr. Reek, who saw no one about, at once hurried to the Naval Hospital, where it was found that the sight of one eye, the right, was almost totally destroyed. The left eye, and in fact the whole of the left side of the face, is practically untouched, this being due to the circumstance that the right side of Mr. Reek's head and body was presented to the parapet, the direction from which the vitriol was thrown. From the Naval Hospital Mr. Reek was taken home, where he is now confined.

No motive is known for the dastardly crime, and so far the police have not been successful in effecting any arrests, but it is sincerely to be hoped that such will not long be the case. Mr. Reek says he has an impression of seeing a hand suddenly appear over the parapet, causing him instinctively to throw up his arm to guard his head. This statement indicates therefore that the vitriol came from one of the many native boats moored alongside the Praja wall, and that there the criminal will be found. The police authorities are sparing no effort to trace the crime to its source.

## TELEGRAMS.

## “DAILY PRESS” SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 14th March, 7.38 p.m.

## NEW APPOINTMENTS.

Hsi Liang, Governor of Shansi, has been removed from his post, and Tsien, Governor of Shensi, has been appointed to Shansi. Tuan Fang has been appointed Acting Governor of Shensi.

## SHANGHAI CHINESE PROTEST AGAINST MANCHURIAN AGREEMENT.

A mass meeting of Chinese gentry and merchants from all provinces, residing in Shanghai, has been called here for to-morrow to protest against the Russo-Chinese agreement about Manchuria. They have sent telegrams to all the Viceroy and Governors, urging a strong protest to the Throne.

LONDON, 13th March, 6.55 p.m.

## SERIOUS POSSIBILITIES AT TIENTSIN—ANGLO-RUSSIAN DIFFERENCES.

Friction is reported between the British and Russians at Tientsin respecting the construction of a siding on the railway line. Mr. Kinder has been ordered to proceed on his work with the assistance of an armed force, if this should prove necessary.

## THE WAR IN SOUTH AFRICA.

LONDON, 13th March, 6.55 p.m.

## CONFERENCE AT PRETORIA—IS PEACE IN SIGHT?

It is reported that Commandant De Wet is proceeding to Pretoria to join Commandant Louie Botha in a conference with Lord Kitchener and Sir Alfred Milner, pending a meeting of the British and Boers for the arrangement of a general armistice.

## CANADIAN LOYALISTS TRIUMPH.

The Canadian House of Commons defeated a motion to send no more troops from Canada to South Africa by 144 votes to 3.

## GENERAL NEWS.

LONDON, 13th March, 6.55 p.m.

## NAVAL ESTIMATES.

The Naval Estimates amount to £2,875,500.

## REUTER'S SERVICE.

LONDON, 12th March.

## THE PLAGUE AT CAPE TOWN.

The plague is seriously developing at Cape Town. The Malays are rioting against preventive measures, but the Malay priests are supporting the authorities.

## THE SUGAR TRADE.

The Liverpool refiners are importing thousands of tons of sugar from the Continent in anticipation of a duty on sugar of 25 per cent.

LONDON, 12th March.

## THE NAVY ESTIMATES.

The Navy estimates show an increase of £2,000,000, which provides for 3,745 more men, three new battleships, eight cruisers, fifteen torpedo-boats and five Holland submarines. The question of the use of the latter is being carefully studied. The estimates provide for new arrangements to retain 48 Orient, P. & O. and other liners as fast cruisers.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## VICTORIA ENGLISH SCHOOL.

HONGKONG, 14th March.

TO THE EDITOR OF THE “DAILY PRESS.” Sir,—My attention has been called to a paragraph in your issue of to-day, in which you make several erroneous statements regarding the above school. The school is being carried on as usual, the property has not been sold, and I have no immediate prospect of returning home. Trusting you will publish this in your issue of to-morrow, I am, yours, etc., W. D. BRADWOOD.

[We regret that we were unwillingly led into error respecting the Victoria English School. We had the information, however, from a source which we had no reason to doubt. We gladly thank Mr. Bradwood for his correction, and rejoice that the Colony is not to lose the benefit of his services.—ED. D.P.]

## HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

HIS EXCELLENCY THE GOVERNOR (Sir HENRY BLAKE, G.O.M.G.).

Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. W. MEIGH GOODMAN, K.C. (Attorney-General).

Hon. C. MCI. MEESER (Acting Colonial Treasurer).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. BASIL TAYLOR (Acting Harbour Master).

Hon. C. P. CHATTER, C.M.G.

Hon. Dr. Ho Kai.

Hon. J. THURBURN.

Hon. K. M. GRAY.

Hon. J. J. KENWICK.

Hon. W. A. YUK.

Mr. R. F. JOHNSTON (Acting Clerk of Council).

THE PROPOSED REMOVAL OF CAPE D'AGUILAS LIGHT.

THE COLONIAL SECRETARY.—I have the honour to lay on the table correspondence respecting the proposed removal of the Cape d'Aguilas Light to Green Island. It will be within the memory of honourable members of this Council that some time ago one of the honourable members asked the question as to what the Government proposed to do in this matter. In reply it was stated that the Government had referred the matter home in order to obtain the opinion of Messrs. Chance Brothers, of Birmingham, who were the original makers of the light. The reply of the Secretary of State has been received, giving the opinion of Messrs. Chance Brothers on the matter. It is now the intention of the Government to call upon the honourable Harbour Master and the Honourable Director of Public Works to frame an estimate of the cost of the proposed work, and when that estimate has been obtained it is the intention of the Government to ask for advice so that this very necessary work may be taken in hand without any further delay.

THE VILLAGES AND THE LIME-WASHING BYE-LAW.

HIS EXCELLENCY THE GOVERNOR and that at the previous meeting of the Council the Director of Public Works proposed that the By-law made by the Sanitary Board under sub-section 4 of section 13 of Ordinance No. 24 of 1897 be approved. The motion was not seconded. The By-law was as follows:—“Any house, or part of a house, in the villages of Quarry Bay, Shaukiwan, Stanley, Aberdeen and Apichau, which is occupied by members of more than one family, shall (unless specially exempted by the Sanitary Board) be cleaned and lime-washed throughout by the owner, to the satisfaction of the said Board, not less than twice in every year, namely, during the months of May and June and of November and December.”

THE COLONIAL SECRETARY.—As I understand that some of the members of the Council have some suggestions to offer with regard to this Bill, and in order that the matter may be discussed I beg to second the resolution.

The Hon. Dr. Ho Kai.—I rise to move an amendment in the following terms: “That this Sanitary By-law be not approved by the Council.”

HIS EXCELLENCY THE GOVERNOR.—It is not necessary to move an amendment; if the Council do not approve of it, they can simply negative it.

The Hon. Dr. Ho Kai.—Then I beg to oppose the extension of this By-law to the villages named. This By-law was made by the Sanitary Board for the purpose of compelling the villagers to comply with the By-law made as regards the cleaning and lime-washing of premises in the city of Victoria. I oppose the extension because I believe that the application of the By-law to the villages is unnecessary, and because it would be expensive and troublesome both to the Government and to the poor villagers. At the meeting of the Sanitary Board the By-law was passed by the very narrow majority of one, the Captain Superintendent of Police, and the Acting Principal Civil Medical Officer being in the minority. Lime-washing is considered one means of getting a house clean. No doubt it is when it is well done, and done according to a certain method, a method which I doubt very much whether the villagers would adopt. It is not merely cleaning the houses. If a By-law to compel the villagers to clean their houses twice a year were introduced I would support it, but I oppose their being asked to clean their houses either by lime-washing or using disinfectants of any kind, because I do not believe lime-washing is absolutely necessary to enable people to keep their houses clean. In fact I think this lime-washing would make the houses look more uncleanly, more dirty, and would cause a good deal of trouble and expense to the inmates. The Honourable Director of Public Works said the cost of lime-washing would be very small. The Government may get the work done at a certain price, but so far as my experience goes to witness a Chinese house some two-stories high in Victoria costs from \$5 to \$10, and I am certain that in the villages the cost would not be less than from \$2 to \$4, and to entail this cost on the poor villagers twice a year would be a great hardship. If it is absolutely necessary to have lime-washing in these villages a By-law might easily have been introduced providing for the doing of the work by the Government. If such a By-law had been proposed I would have supported it.

The Hon. J. THURBURN.—I have pleasure in supporting the honourable member in his opposition to this By-law. I do not think lime-washing has been proved to be a preventative against plague, and in the case of these small villages I think it is unnecessary, and would only be harassing to the poor people who occupy them. The Hon. W. A. YUK.—I quite agree with what the Hon. Dr. Ho Kai has just said. I think that the application of the By-law as to lime-washing to the villages is not only unnecessary, but would be an expense and a hardship to the villagers.

On the matter being put to the vote the Council decided unanimously not to approve of the By-law.

DISCIPLINE IN THE CIVIL MEDICAL DEPARTMENT.

THE ATTORNEY-GENERAL proposed the second reading of the Bill entitled “An Ordinance to provide for the better enforcement of discipline among the subordinate staff in the Civil Medical Department.” He said:—“I cannot put the matter more briefly than to call honourable members' attention to the objects and reasons, which are as follows:—For some years past it has been found very difficult to maintain proper discipline among the numerous members of the Chinese subordinate medical staff, such as clerks, attendants, ward boys, coolies and others at the Government Civil Hospital. They number over a hundred. Mere verbal fault-finding is of little use, while dismissal means having to train a successor, usually of a similar kind. The knowledge, however, that negligence and carelessness may possibly involve a small pecuniary penalty, will, in many cases, prevent the necessity of fault-finding at all, and will at least have a wholesome effect on the staff. On inquiry I

and that a similar Ordinance in relation to the Post Office subordinate staff (No. 19 of 1894) has worked very successfully and with most satisfactory results. When this was first proposed to me I was rather against the idea of allowing a head of a department to fine a subordinate, but I have been converted to the view that it is necessary in certain cases to give such power. A ward boy requires a special deal of training. A boy is no use at all as a ward boy unless he has been trained, and it really is much more useful training him to discipline him than to discipline him. I have had a long talk with the Postmaster-General as to the working of the system at the Post Office. The staff there are very small indeed, and they are rarely disciplined. The system has a very good effect and there is really no complaint as to any injustice. The COLONIAL SECRETARY seconded, and the motion was carried.

The Council then went into committee to consider the Bill clause by clause. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

THE NATURALIZATION ORDINANCE.

The Bill entitled “An Ordinance to repeal an Ordinance for the Naturalization of Persons as British Subjects within this Colony and to make provision for the Franchisement of the Rights of such Persons” was read a third time and passed.

THE CONSOLIDATION OF THE PUBLIC HEALTH LAWS.

The next item on the agenda was “Committee on the Bill entitled ‘An Ordinance to consolidate and amend the laws relating to Public Health in this Colony of Hongkong.’” The Attorney-General said:—“I may say with regard to this Bill that it was read a first time in January. After being passed, it was referred to the Law Committee, which had several sittings upon it and went through it with a great deal of care. They were not at the end of their consultations able to agree on certain points, and when I gave an advisory certificate there were four points upon which the Committee were not quite agreed. These four points were:—(1) the definition of ‘New Building’ proposed to be inserted by the Chairman in section 4 (3) section 12 subsections (b) and (c); (2) section 14 (d) (5) (b) and (c); (3) section 14 (d) (5) (b) and (c); and (4) section 24 as regards the words ‘with not less than two inches of cement concrete.’ I am happy to say that after a further meeting and a great deal of careful consideration, the leading Law Committee very unanimously recommended the Bill as amended. These amendments are included in the reprint of the Bill dated 12th March 1901, which is placed before honourable members for their convenience. In these circumstances, it is for the Committee of this Council to say whether they have any further amendments to propose. If not, I am quite willing that the Bill should be read a second time to-day or at the next meeting of Council, whichever course is most agreeable to honourable members.”

It was agreed that the Council should formally go into committee on the Bill, and on the Council resuming the Bill was read a third time and passed.

HIS EXCELLENCY THE GOVERNOR observed that the Attorney-General had put a great deal of time and trouble on this Bill. He was to be congratulated on the way in which he had consolidated these Ordinances.

The Council then adjourned till to-morrow.

## POLICE COURT.

Thursday, 14th March.

BEFORE MR. HARNOLD.

SERIOUS CHARGE AGAINST SOLDIERS. Samuel Kirby, private, E Company, Royal Welsh Fusiliers, pleaded guilty to the serious charge of stealing from the person of Flindley Forbes, labourer, Paddy's Hill, a purse containing forty-seven gold sovereigns, on the 12th inst.

Sentence was passed of four months' hard labour.

George Pinnell, also a private in E Company, Royal Welsh Fusiliers, was charged with the unlawful possession on the 13th inst. of twenty-five gold sovereigns, two five-pound bank notes, and \$9.10 in subsidiary coins, reasonably suspected of having been stolen.

No evidence, however, was offered by the prosecution, and the defendant was accordingly discharged.

THE IMMIGRATION FRAUDS. Lam Kwai, watchman of Canton, was charged on remand with unlawfully and by fraudulent means bringing several Chinese into the colony for the purpose of immigration.

He pleaded not guilty, but was convicted on evidence and sentenced to nine months' hard labour.

## BEFORE MR. KIM.

DEFAULDING THE POST OFFICE. A servant-boy admitted taking mail matter from Hongkong to Canton without its first having gone through the General Post Office, and was fined \$100 or two months. His excuse was ignorance of the law.

HOW WITH THE POLICE. Michael Bettle, German on the U.S.S. *Kentucky*, arrested a rickshaw at East Point on Wednesday night drove to Queen's Central. He alleged that the First Brigade Station, and for some unexplained reason proceeded to assault the rickshaw coolie, whom he held by the throat and struck about the face. The coolie shouted for the police, and an Indian police constable came up. Bettle was then driving the coolie all over the street, and he was carried off. The constable ordered Bettle to let the coolie go, and he did only, however, to keep dragging him to the limit of the law, when he was arrested, and whose uniform he damaged to the extent of about three dollars. A lance-sergeant of police and a bombardier in the Royal Artillery came to the Indian's assistance, and Bettle was taken to the lock-up.

The defendant was charged with three offences:—(1) drunken behaviour, (2) assault, and (3) damaging the constable's uniform. He pleaded not guilty, but was convicted on evidence and fined in all \$8.00 or 14 days' hard labour.

LATEST STEAMER MOVEMENTS.

The ship of the N. P. steamer *Olympic* arrived yesterday from the 9th inst.

The Indo-China steamer *Sauvage*, from Calcutta and Saigon, left Singapore for this port on the 13th inst. at 5 p.m.

The N. P. steamer *Stran*, from Hamburg, left Singapore for this port on Wednesday, the 14th inst. at 11 a.m.

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**UNCONTROLLED PROFESSIONALISM A RARE.**  
The professional footballer is still a much  
misunderstood man, and he seems to me gener-  
ally condemned by those whose ignorance is  
only equalled by their rancour. As I have  
very decided opinions about the paid players of  
our national winter game, I was much gratified  
to see an article entitled "In defence of profes-  
sional football," by Mr. Randal Roberts, in  
the *New Liberal Review* for February. The  
essay more nearly concerns the professional  
himself than his game and the system which  
maintains him, and on that account it is to me  
the more welcome, but there are points in the  
argument which I think may well be supple-  
mented. Mr. Randal Roberts remarks that the  
advocates of amateurism always point to the dis-  
astrous results of professionalism in rowing and  
racing, and the author, while admitting the cor-  
ruption among scullers and pedestrians, attributes  
this lamentable state of affairs to "the complete  
ostracism of the professionals by the amateurs."  
While I am a staunch believer in the coming-  
ling of the paid and the unpaid in all our games  
I am convinced that the degradation of the  
carman and the foot-racer who make money  
therein is due to the all important  
fact that they have never been controlled  
by any governing body. Where there is no law  
there is licence, where there are no rules there  
is robbery. If a sculler "sells" a race, swindles  
his supporter who has paid for his food and  
training, and fools the public, who is there to  
inquire into his excesses and to punish his  
knavery? Again if an amateur is permanently  
suspended by the Amateur Athletic Association  
for the flagrant offence of not trying to win,  
of wilfully deceiving a handicapper by false in-  
formation, or for receiving payment when compet-  
ing at a festival, the haven of professional  
petalism, such as it is, remains open to him.  
Any blocky can be a cash prize foot-  
racer. There is no union to forbid him the track,  
and to warn him off, let him be ever such a  
trickster and a cheat. Some promoters of foot  
handicaps have the moral courage to refuse  
entries from men whom they have found to be  
"wrong 'uns," to use the jargon of the path,  
but these isolated cases cannot effect much good.  
What is true of rowing and running applies  
in greater or less degree to wrestling, boxing,  
billiards, swimming, and other sports. The  
professionals have no governing body to regulate  
their affairs, and to give the public any guaran-  
tee of genuineness and honesty. Hence the  
bad reports of these forms of sport where only  
paid men are concerned. Uncontrolled profes-  
sionalism is a bane, never has produced profes-  
sionality in the world is so strictly and rigidly governed  
as the footballer, whether it be at the Association  
or the Northern Union Rugby game. He is  
manacled and shackled in nearly all his move-  
ments, is compelled to train, and must play an  
honour game. The footballer has not one title  
of the liberty of the cricketer, and for eight  
months of the year is the best policed man I  
know. This is the advantage which profes-  
sional football has over other games.

**THE LOVE OF SPORT.**  
Moreover, it is assumed because a man receives  
money for his skill at cricket and football he plays  
entirely for the sake of that remuneration, and not  
because he has any love or zest for the sport it-  
self and the pleasure it can give. This is a very  
common argument, but it never commends itself  
to me. In some form or another we are all profes-  
sionals, and I ask any fair-minded man if he takes  
any interest in his vocation, and finds it irksome,  
because he is paid for his work. The man who has  
no enthusiasm above pounds, shillings and pence  
for his daily bread, who is essentially a man-  
chine, not a being endowed with thoughts,  
feelings, impulses, aims, and ambitions. He  
would be a machine at any calling. Thank  
heaven there are men who find pleasure in  
their trade or profession; who are artists, not  
mere workmen. Does the wood-carver, or the  
metal worker, become less an artist because he re-  
ceives coins of the realm for the ready reward due  
to him. Is the painter of pictures less imbued  
with idealism because he barter the creations  
of his brush for the necessities of life? Do  
you think, indignant reader, that the footballer  
or the cricketer does not enjoy his game, is  
bereft of aspirations, and is only an animated  
clod because he is paid for it? From an ex-  
tensive experience of over a quarter of a cen-  
tury, I can never believe it. Mr. Randal  
Roberts very pointedly asks the question.  
"Does anyone really believe that if John  
Devey, for example, of Needham, were left a  
fortune to-morrow they would abandon football  
for good? Or has it ever been suggested that  
in our international matches against Scotland  
the professional members of the teams derive  
less pleasure from the contest than Messrs. G.  
O. Smith, B. McColl, or W. J. Oakley? Or  
does a particularly brilliant 'saw' afford less  
gratification to Robinson than to A. W. R.  
Moon, because the former is paid for his exertions  
between the goal-posts, while the latter's labours  
are unrewarded." As a matter of fact, I know  
several football professionals who have money  
and I recall a forward of Sheffield United who  
had a fortune left him several years ago, and is  
playing still as keenly as ever—and a professional  
too! Again, there is a world-famous Surrey  
cricketer who for years has owned considerable  
property in a prosperous city—but he has kept  
his place in the eleven out of pure love of  
cricket. Do not forget that it is in the first  
place a supreme love of any game which induces  
a man to be a professional. Why, I was talking  
to a well-known young billiard player the other  
day, and he told me that he worshipped the  
science of the green-cloth table, that he had  
practised many a hundred hours that nobody  
knew of, and that he would never rest content  
until he was champion of England. His pay-

ment dulled the edge of his appetite? This  
contention is an insult to professionals as a  
body—and an insane glorification of the so-  
called amateur. There is not so much ama-  
teurism in the world as people think.

**THE WAYS OF JUDGMENT.**  
Of course professionals are at times afflicted  
with weariness and stolidity from the monotony  
of constant play—and maybe they do not always  
put their best foot foremost. But cannot the  
same be said of amateurs who regularly pursue  
their favourite pastime? Surely we all know it is  
true of the amateurs who for six days a week  
during three months of the summer assist their  
country at cricket. It is moreover quite cus-  
tomary to prattle about the dirtiness, the rough-  
ness, and the trickery of the game among pro-  
fessional footballers. This is the most insane  
trash, and I agree with the Corinthian player  
who urged that the Leaguers had reduced  
his game to "an altogether contemptible  
condition of milk-and-wateriness." I remem-  
ber a match in which a professional and an  
amateur organisation met. The ball had been  
kicked out of play into an adjoining field, when  
an amateur charged a professional. "Hold on,"  
said the latter, "the ball's out of play." "Never  
mind the ball, let's get on with the game," was  
the ready and witty response of a really sterling  
young fellow who enjoyed the rough-and-tumble.  
His idea of the game was like that of the  
humourist who said that in football you kicked  
a man, and when you couldn't kick a man you  
kicked a ball. People have such strange notions  
of this winter sport. Does not the professional  
footballer wish to preserve a sound and whole  
skin in order to play another day. Moreover,  
the penalties for rough play are severe, and  
the modern referee seems to have a  
real objection to a good solid shoulder charge  
which is part of the game. Indeed the re-  
ference of to-day, armed with his whistle,  
is too oft like a child with a new toy; he cannot  
leave it alone. The play was far heavier and  
more violent in the days when the old public  
school boys were such a factor in Association  
football. To sum up I should say that football  
professionals are not wholly good, but neither  
are they wholly bad. They are just about on a  
par with other men—and taken for all in all  
there is little difference between the openly paid  
and the great unpaid. Amateurism is the ideal,  
but there is not much real amateurism in our  
popular games. There is infinite sham, and  
personally I prefer a block of Spanish mahog-  
any to American chestnut with a thin veneer  
of mahogany. I cannot understand why so many  
folks prefer the latter. I am sure that on the  
whole professionalism even with its admitted  
faults, has given to football generally higher  
standard of play, and has rendered the game  
more popular than ever with amateurs.

**THE MYSTERY OF B.B.**  
I was quite sorry to read of the death of Mr.  
W. J. Banks, in his eightieth year. The Squire  
of Oxney was an old Kent cricketer, who will  
be much missed at the next Centenary Festival.  
He played the game in the day of such giants  
as Alfred Mynn, Fuller Pilch, and Nicholas  
Felix, whose deeds with bat and ball have inspir-  
ed poets. Mr. Banks was a member of the Band  
of Brothers, whose book of laws and list of  
members is entitled "The Mystery of B.B." The  
Band of Brothers compose a cricket club  
which possess quaint rules. There were eight  
original brethren, and they drew up "The  
Rules of the Mystery," as follows:—  
I.—That the annual subscription be £20 0s. 0d.,  
payable in advance.  
II.—That the entrance fee be £20 0s. 0d., pay-  
able one month after election.  
III.—That the wives and daughters of  
brethren be themselves brethren.  
IV.—That the sisters of brethren be ad-  
missible as brothers, upon undertaking to marry  
any other brother on demand.  
V.—That loss of temper be punished by im-  
mediate expulsion.  
VI.—That three original brethren form a  
quorum for the purpose of electing new brethren,  
but that the objection of any original brother  
to a nominee is fatal.  
Of course, this is an obvious imitation of the  
rules of I Zingari, but not so sparkling as those  
which the celebrated dramatist Tom Taylor  
helped to write. The Band of Brothers who  
belong to the county of Kent have included  
many titled personages and such well-known  
people as the Hon. Ivo Bligh (now Lord  
Darnley), the Blighs, the Brasseys, the Christo-  
phersons, Mr. W. N. Cobbold ("the King of  
Dribblers" at football), Sir W. Hart Dyke, Mr.  
A. Akers Douglas, Mr. W. Ford Kealey, Mr.  
J. Le Fleming, Lord Harris, the Knatchbulls,  
Haggesons, the Hon. W. M. Jervis (of Derby  
football and cricket fame), the Kemps of Tun-  
bridge, the Lubbocks of Sevenoaks (where there  
was a grand cricket ground at the close of the  
eighteenth century), the Marshams, the Mac-  
kinnons, the Marshalls, the Rev. C. E. Nepon,  
Mr. W. H. Patterson, Captain Renny-Tailor,  
R.E., the Rev. W. Rashleigh, the Stratfields,  
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a condition is always the happiest period of one's  
life. Little's Oriental Balm has effected thou-  
sands of wonderful cures of long-standing cases  
of rheumatism, cases that were supposed to be  
hopeless and beyond the reach of medicine. The  
cures have been so complete and permanent that  
Little's Oriental Balm is undoubtedly the true  
specific to cure Rheumatism.

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"For 10 years I suffered from rheumatism,  
at times so severe that I could neither walk nor  
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completely cured me, notwithstanding that my  
case was chronic and baffled the skill of the best  
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SPORT & ANECDOTE.  
By an Old Poet.

**THE WAYS OF JUDGMENT.**  
With his big wig on his head, his black gown  
on his shoulders, and his glasses on his nose,  
the judge looks a learned and a solemn figure,  
doesn't he? He does, my boy, he does; and  
well may evil-doers quake in their shoes when  
he glances in their direction.

And now, what a humbugging  
world it is, and how blindly justice and judg-  
ment stumble along towards ends whereof they  
know nothing.

And yet somebody must pronounce sentences,  
even to the extent of making human heads  
cheap as rotten oranges.

And why not? Doth not Solomon say, "For  
in much wisdom is much grief, and he that in-  
creaseth knowledge increaseth sorrow?"

Thus it happened that the doctor whose pro-  
vince it was to say what ill Eli Beard declared  
that Beard had heart disease, and that death  
was waiting for him a bit further down the road.

Now Eli Beard lives at Cupwell Hill, Tet-  
bury, Glos. He is of the comfortable and  
mellow age of fifty, and all was going well with  
him until one day in August, 1899, when, being  
at work, he was suddenly seized with violent  
pains in the chest and heart.

He started for home, stopping every few  
yards to get his breath. Arrived home, the  
doctor was fetched immediately, and threw his  
practised eye over the patient, and looked  
grave as became the situation.

That was the beginning of eighteen weeks—  
think of that—of doctoring, straight away.

Beard had lost his appetite and his enjoy-  
ment. Despite the advice of friends, and the  
doctor's drugs, he borrowed deeper down into  
the land of misery and pain.

I got awfully weak and went almost to a  
shadow," he says, and half-a-dozen witnesses  
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At times I was literally in agony, and the  
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Such was the medical man's opinion, and it  
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By turns for a week, my family sat up  
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Thus I lay when a friend said I must drop  
the stuff I had been taking and try Mother  
Seigel's Syrup. My daughter gave me the first  
dose. The next day I was easier, and a few  
days later much better.

So I went on taking the Syrup—went on  
for six weeks. Then came the happy day I  
never expected to see. I was free from pain  
and able to go to work; and have not had a  
day's illness since. Mother Seigel's Syrup had  
picked me up again. I was a wreck and made me  
a man again.

Was it heart disease? No. It was inflam-  
matory indigestion, with a body full of poisons  
caused by it. Mother Seigel rid him of the lot.  
How lucky Authority is often wrong. [60]

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REUTER, BROCKELMANN & CO.,  
Hongkong, 3rd December, 1900. [125]

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MOJI, 17th January, 1901. [551]

**AMERICAN SYSTEM  
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AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF POATE & NOBLE).  
Hongkong, 15th September, 1899. [759]

**TO LET.**  
**BOARD AND RESIDENCE.**  
MRS. G. L. ANDERS  
"GLENWOOD"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2457]

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**BOARD AND RESIDENCE.**  
MRS. SIDNEY JEFFREY.  
"VERNA."  
BEACH ROAD WEST.  
PHILIPSTOWN, SUFFOLK  
ENGLAND.  
Hongkong, 28th August, 1900. [78]

Tylocote, the Walsall, the late Mr. William  
Yardley and many others, either famous at  
cricket or members of county families. There  
is a B. B. Ode in the form of an acrostic which  
runs thus:—

Banded together in fellowship's name,  
Anxious to further the national game,  
Nerves a jealousy, never a strife  
Darkens our neutral cricketing life.

Over by over we stand in the field,  
Fired with ambition and soaring to yield.  
Do it a victory, be it defeat,  
Raising the notion "we're bad ones to beat."

Others may rival us, never shall fade  
The black and blue colours, the friendships  
we've made.

Here and hereafter the club shall embrace  
Examples for ever of Kent's tough old race.  
Respect our fraternity, members, nor sever  
So sterling a motto, "Be brothers for ever."

The feeling which permeates these lines and  
shows us the social side of county cricket in the  
"Garden of England" is wholly commendable.

**THE WAYS OF JUDGMENT.**  
With his big wig on his head, his black gown  
on his shoulders, and his glasses on his nose,  
the judge looks a learned and a solemn figure,  
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FOR

1901.

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Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which  
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with  
the places, their History, Topography, &c., &c.  
The Information in these Descriptions, consisting of a hundred interesting articles, packed  
with facts, concisely and aptly, and containing statistics of the TRADE of each Country and  
Port, would alone suffice to fill a large volume.

## TO LET, FURNISHED.

THAT Commodious and Beautifully Situated  
Residence at the PEAK, THE EYRIE.

For Particulars, apply to—  
E. C. WILCOX,  
8, Beaconsfield Arcade,  
Hongkong, 14th March, 1901. [738]

## TO LET.

WITH IMMEDIATE POSSESSION.  
No. 9, SEYMOUR ROAD.

Apply to—  
S. B.  
Care of Daily Press Office.  
Hongkong, 14th March, 1901. [740]

## TO LET.

"STILLING FLEET," PEAK ROAD.

ROOMED HOUSES from 1st May, 1901.

Apply to



## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	BENGAL	Brit. str.		S. Barchan	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	DEUCALION	Brit. str.			BUTTERFIELD & SWIRE	On 19th inst.
LONDON	STENTOR	Brit. str.			BUTTERFIELD & SWIRE	On 2nd April.
LONDON	IDONEUS	Brit. str.			BUTTERFIELD & SWIRE	On 16th April.
LONDON	ADAMANT	Brit. str.			BUTTERFIELD & SWIRE	On 30th April.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.			BUTTERFIELD & SWIRE	To-morrow.
LIVERPOOL	TANTALUS	Brit. str.			BUTTERFIELD & SWIRE	On 15th April.
HAIPHONG	BAYERN	Ger. str.		H. Blecker	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	ANNAM	Dan. str.		Berg	MELCHERS & CO.	On or about 18th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	BINGO MARU	Jap. str.		F. Davies	NIPPON YUSEN KAISHA	On 22nd inst., at Daylight.
MARSEILLES & LONDON	BANCA	Brit. str.		G. W. Babot	P. & O. S. N. Co.	On or about 23rd inst.
MARSEILLES, &c., via Ports of Call	ANNAM	Frn. str.		Seller	MELCHERS & CO.	On 25th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	FRYBURG	Ger. str.		P. Binzer	CARLOWITZ & CO.	On or about 18th inst.
HAVRE & HAMBURG	MAMBOUR	Ger. str.		B. Binzer	CARLOWITZ & CO.	On or about 27th inst.
HAVRE & HAMBURG	SAVOIA	Ger. str.		Behrens	CARLOWITZ & CO.	On or about 4th April.
HAVRE & HAMBURG	BAMBERG	Ger. str.		Jacobs	CARLOWITZ & CO.	On or about 8th April.
TRIESTE, &c., via Ports of Call	SIBERIA	Ger. str.		Leva	SANDER, WIELER & CO.	On or about 15th Apr.
NEW YORK via Ports & Suez Canal	CHINA	Asa. str.			DODWELL & CO. LIMITED	On 19th inst., P.M.
YANCOUVER, via SHANGHAI, &c.	ALBENGA	Brit. str.		Petersen	CARLOWITZ & CO.	Quick despatch.
VICTORIA, B.C., &c., via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.		R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	TOSU MARU	Jap. str.		S. J. G. Parsons	NIPPON YUSEN KAISHA	On 3rd inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.		F. McNair	DODWELL & CO. LIMITED	To-morrow, at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	TARTAR	Brit. str.		G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th inst.
SAN FRANCISCO via SHANGHAI, &c.	DORIC	Brit. str.			PACIFIC MAIL S. S. CO.	On or about 16th April.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Jap. str.			BUTTERFIELD & SWIRE	On 18th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STRATHMORE	Brit. str.			GIBB, LIVINGSTON & CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.		George	NIPPON YUSEN KAISHA	On 21st inst., at 5 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.		N. Tate	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	NUENHUNG	Ger. str.		Goswisch	MELCHERS & CO.	To-morrow.
YOKOHAMA & KOBÉ	TRIESTE	Asa. str.		Mitis	SANDER, WIELER & CO.	On 21st inst., at Noon.
KOBÉ & YOKOHAMA	PATHAN	Brit. str.			DODWELL & CO. LIMITED	To-day.
NAGASAKI, KOBÉ & YOKOHAMA	RADNOSHIRE	Brit. str.		Burch	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MOJI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.		A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	LYEEMOON	Ger. str.		T. Murai	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
SHANGHAI	PAKHOO	Brit. str.		Hosmann	YAMAGUCHI MARU	To-morrow, at 4 P.M.
SHANGHAI	CHUSAN	Brit. str.		C. L. Daniel	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	MELPOMENE	Asa. str.		Matcovich	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI	FLANDRIA	Ger. str.		Lehmann	SANDER, WIELER & CO.	On 18th inst., P.M.
SWATOW, AMOY & FOOCHOW	CANTON	Brit. str.		C. F. Lockstone, R.N.R.	SIEMSEN & CO.	On 22nd inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.		Roch	P. & O. S. N. Co.	On or about 27th inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.		S. Atsumi	DOUGLAS LARPAK & CO.	On 17th inst., at Daylight.
AMOY & TAMSUI	AKASHI MARU	Jap. str.		K. Suzuki	DOUGLAS LARPAK & CO.	On 20th inst., at Daylight.
HAIPHONG	FOKUSA	Brit. str.		Holgate	DOUGLAS LARPAK & CO.	On 17th inst., at Daylight.
MANILA via AMOY	DAIJIN MARU	Jap. str.		T. Ogata	DOUGLAS LARPAK & CO.	To-day, at Noon.
MANILA	HAILOONG	Brit. str.		Bathurst	DOUGLAS LARPAK & CO.	To-morrow, at 2 P.M.
MANILA	DIAMANTE	Brit. str.		A. Ramsey	SHEWAN, TOMES & CO.	On 21st inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LOONGSANG	Brit. str.		Weigall	BUTTERFIELD & SWIRE	On 9th April.
STRAITS, COLOMBO & BOBWAY	TAIYUAN	Brit. str.		J. G. Olfert	DAVID SASSON, SONS & CO.	On 18th inst., at 3 P.M.
	CANTHINE APCAR	Brit. str.		R. I. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
	MAZAGON	Brit. str.				

## SHIPPING.

**ARRIVALS.**  
 Mar. 14, HAITAN, British str., 1,183, J. S. Burch, Fookow, Amoy and Swatow 13th Mar. General.—DOUGLAS LARPAK & CO.  
 Mar. 14, DIAMANTE, British steamer, 1,254, A. Ramsey, Manila 11th March, General.—SHEWAN, TOMES & CO.  
 Mar. 14, FRIEDRICH, German str., 5,965, F. Proesch, Moji 14th March, General.—CARLOWITZ & CO.  
 Mar. 14, HAKATA MARU, Jap. str., 3,810, F. L. Sommer, Singapore 15th March, General.—NIPPON YUSEN KAISHA.  
 Mar. 14, FAUSANG, British str., 1,141, Mitchell, Moji 14th March, Coal.—JARDINE, MATHEWS & CO.  
 Mar. 14, KWANGSH, British str., 1,241, Harris, Wuhu 9th March, General.—BUTTERFIELD & SWIRE.  
 Mar. 14, MICHAEL JENSEN, German str., 710, Jesson, Haiphong and Hoihow 13th Mar. General.—JENSEN & CO.  
 Mar. 14, SONG LKONG, British str., 1,208, J. P. Sharp, Straits 17th March, General.—CHINESE.  
 Mar. 14, BENGAL, British steamer, 2,571, S. Barchan, Shanghai 14th March, Mails and General.—P. & O. S. N. Co.  
 Mar. 14, RADNOSHIRE, British str., 1,885, C. H. Burch, London via Singapore 6th Mar. General.—SHEWAN, TOMES & CO.

## CLEARANCES.

At the Harbour Master's Office.  
 14th March.  
 St. Paul, American ship, for Newcastle.  
 Cheongshun, British str., for Swatow.  
 Australian, British str., for Shanghai.  
 Retho, British str., for Diamond Island.  
 Takuang, British str., for Bangkok.  
 Brilonard, British str., for Yokohama.  
 Keongee, British str., for Canton.  
 Pirnang, German str., for Hoihow.  
 Kyoto Maru, Japanese str., for Moji.  
 Biangio, Italian str., for Singapore.

## DEPARTURES.

Mar. 13, H. H. M. K. K. Ger. tript., for Colombo.  
 Mar. 14, HOLSTANA, German str., for Bangkok.  
 Mar. 14, PHANANG, German str., for Hoihow.  
 Mar. 14, BISAGNO, Italian str., for Bombay.  
 Mar. 14, CATHAGE, British hospital ship, for Shanghai.  
 Mar. 14, KYOTO MARU, Japanese str., for Moji.  
 Mar. 14, VIMEIRA, British bark, for Astoria.  
 Mar. 14, TAKSANG, British str., for Bangkok.  
 Mar. 14, KWANGSH, British str., for Canton.  
 Mar. 14, BENLOUND, Brit. str., for Yokohama.

## VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Iola de Luzon, U.S.S. Denington, U.S.S. Yorktown, Lohin, Chingto, S.M.S. Hertha, Hainan, China, Glenegle, Hailan, Tai On, H.M.S. Centurion, U.S.S. Newark.  
 COSMOPOLITAN DOCK.—U.S.S. Concord, Honam, Nautung.

## SHIPPING REPORTS.

The British steamer Diamante, from Manila 11th March, had first day fine and clear weather; second day dull and cloudy, moderate sea and breeze to port.  
 The British steamer Hailan, from Fookow, Amoy and Swatow 13th March, had strong S.W. to N.E. breeze, high following sea, dull, overcast weather to Amoy. From Amoy to Swatow strong N.E. breeze, high sea, overcast and clear. From Swatow to port strong E.N.E. to moderate N.E. breeze and sea, overcast with occasional rain showers. Vessels in Fookow—H.M.S. Erntown and str. Chittagong. In Amoy—Sirs. Sungkang, Yuenang, Cheung-chew and one French cruiser. In Swatow—Sirs. Shing, Shansi, Trentin, Macedonia and Dagmar.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
 ANOLPH ORBE, American ship, Amesbury—Standard Oil Co.  
 MOZART, British ship, Robt. Clernan—Standard Oil Co.  
 SEA WITCH, American ship, Howes—Master.  
 HATTIE C. SMITH, American schooner, Riley—Master.

## VESSELS ON THE BERTH

## FOR KOBÉ AND YOKOHAMA.

THE Steamship  
 "PATHAN"  
 will be despatched for the above ports TO-DAY, the 15th instant.  
 For Freight, apply to  
 DODWELL & CO. LD.  
 Agents.  
 Hongkong, 12th March, 1901. [713]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA via AMOY.

THE Company's New Steamship  
 "DIAMANTE"  
 Captain A. Ramsey, will be despatched as above TO-MORROW, the 16th inst., at 2 P.M.  
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
 A Doctor is carried.  
 For Freight or Passage, apply to  
 SHEWAN, TOMES & CO.,  
 General Managers,  
 Hongkong, 14th March, 1901. [729]

## FOR SHANGHAI.

THE Steamship  
 "LYEEMOON,"  
 Captain Heurmann, will be despatched for the above port TO-MORROW, the 16th inst., at 4 P.M.  
 The steamer has superior accommodation for First and Second Class Passengers.  
 For Freight or Passage, apply to  
 EAST ASIATIC TRADING CO., LD.,  
 Agents.  
 Hongkong, 14th March, 1901. [720]

## NORDDEUTSCHER LLOYD.

## FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at Swatow, Yap, Friederich, Wilhelmshafen, Finschhafen, Herberth-Höhe, Townsville, Brisbane and Sydney.  
 Taking Cargo at through rates to SAIPAN, PONAPE, MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCLAND, WELLINGTON, GISBORNE, NAIFER, WANGMANN, DUNEDIN and HOBART.  
 THE Company's Steamship  
 "NUENTUNG,"  
 Captain Goswisch, will be despatched for the above ports TO-MORROW, the 16th March, instead of as previously notified.  
 For Freight or Passage, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 12th March, 1901. [712]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI via SWATOW AND AMOY.

THE Company's Steamship  
 "DAIJIN MARU,"  
 Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 17th March.  
 For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 11th March, 1901. [717]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGHAI.

THE Company's Steamship  
 "MELPOMENE,"  
 Captain Matcovich, will leave for the above place on MONDAY, the 18th inst., P.M.  
 For Freight or Passage, apply to  
 SANDER, WIELER & CO.,  
 Agents.  
 Hongkong, 13th March, 1901. [738]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	BENGAL	Noon, 16th Mar.	See Special Advertisement.
SHANGHAI	CHUSAN	About 16th Mar.	Freight or Passage.
MARSEILLES AND	BANCA	About 23rd Mar.	Freight only.
LONDON	G. W. Babot	About 26th Mar.	Freight only.
STRAITS COLOMBO	MAJAGOK	About 26th Mar.	Freight only.
AND BOMBAY	R. I. L. Cook, R.N.R.	About 27th Mar.	Freight or Passage.
SHANGHAI AND JA-PAN	C. F. Lockstone, R.N.R.	About 27th Mar.	Freight or Passage.

PASSENGER SEASON, 1901.  
 S.S. PLASSY ... 7,240 tons ... March 30th MARSEILLES AND LONDON DIRECT  
 S.S. SOBBAON ... 7,382 tons ... April 27th ... Without Transshipment.  
 For Further Particulars, apply to  
 A. M. MARSHALL,  
 Acting Superintendent.  
 Hongkong, 15th March, 1901. [71]

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,892	F. McNair	March 29
GLENORIE	3,750	W. Frazer	April 1
CLAYBIRN	2,398	J. R. R. R.	April 12
OLYMPIA	2,837	J. T. Truebridge	April 20
TACOMA	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.  
 HONGKONG TO LONDON, £22.  
 Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
 HONGKONG TO NEW YORK, £48.  
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York is 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.  
 HONGKONG TO VICTORIA AND TACOMA, £25.  
 The best route to the KLOONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.  
 Rates of Passage to other Points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
 DODWELL & CO. LIMITED,  
 General Agents.  
 Hongkong, 11th March, 1901. [71]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	(HAVRE, BREMEN & HAMBURG)	About 18th March.
Capt. Proesch	(London with transshipment in Hamburg)	March.
MARBURG	(HAVRE & HAMBURG)	About 27th March.
Capt. v. Binzer	(London with transshipment in Hamburg)	March.
SAVOIA	(HAVRE & HAMBURG)	About 4th April.
Capt. Behrens	(London with transshipment in Hamburg)	April.
BAMBERG	(HAVRE & HAMBURG)	About 8th April.
Capt. Jacobs	(London with transshipment in Hamburg)	April.
SIBERIA	(HAVRE & HAMBURG)	About 15th April.
	(London with transshipment in Hamburg)	April.

These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a stewardess.  
 For further particulars as to Freight, Passage, etc., apply to  
 CARLOWITZ & CO.,  
 Agents.  
 HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Hongkong, 12th March, 1901. [78]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSU MARU	VICTORIA, B.C. AND SEATTLE	Saturday, 16th Mar. at 1 P.M.
S. J. G. Parsons	U.S.A. via SHANGHAI, KOBÉ, MOJI AND YOKOHAMA	17th Mar. at 1 P.M.
BINGO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 22nd Mar. at Daylight
YAWATA MARU	NAGASAKI, KOBÉ and YOKO	Friday, 22nd Mar. at Noon
A. E. Moses	HAMA	Monday, 26th Mar. at Noon
YAMAGUCHI MARU	MOJI, KOBÉ and YOKOHAMA	Tuesday, 26th Mar. at Noon
T. Murai	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Friday, 29th Mar. at 4 P.M.
ROSETTA MARU		
N. Tate		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 9th March, 1901. [113]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
 (SUBJECT TO ALTERATION).  
 "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901  
 "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901  
 "EMPEROR OF JAPAN," Comdr. H. Hyman, R.N.R. WEDNESDAY, 16th May, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.  
 Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
 D. E. BROWN, General Agent,  
 Pender's Street.  
 Hongkong, 14th March, 1901. [710]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 30th March.
STUTTGART	WEDNESDAY, 3rd April.
KONIG ALBERT	WEDNESDAY, 17th April.
PRINZESS IRENE	WEDNESDAY, 3rd May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 19th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.

ON WEDNESDAY, the 26th day of March, 1901, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till Noon on MONDAY, the 18th March. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 19th March, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 19th March.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
 Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 7th March, 1901. [79]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"AIRLIE,"  
 Captain George, will be despatched for the above ports on THURSDAY, the 21st instant, at 5 P.M.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	Due
GLASGOW and LIVERPOOL.	"TANTALUS"	On 15th March.
GLASGOW and LIVERPOOL.	"AJAX"	On 25th March.
GLASGOW and LIVERPOOL.	"SPERHUS"	On 2nd April.
FOR	HOMEWARDS.	TO SAIL
LONDON	"DEUCALION"	On 19th March.
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LIVERPOOL, DIRECT.	"AGAMEMNON"	On 30th April.
Taking Cargo at London Rates.	"PATROCLUS"	On 16th March.
LIVERPOOL	"TANTALUS"	On 15th April.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 14th March, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAKHOI"	On 16th March.
MOJI, KOBE and YOKOHAMA.	"TAIYUAN"	On 17th March.
MANILA	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th March, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH, AND LONDON.THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

## THE Steamship

"BENGAL"  
Captain S. Barham, carrying His Majesty's  
Mails, will be despatched from this for Bombay  
on SATURDAY, the 16th March, at Noon,  
taking passengers and cargo for the above  
ports.Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.Parcels will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent,  
Hongkong, 4th March, 1901.THE EAST ASIATIC COMPANY,  
LIMITED.FOR MARSEILLES, HAVRE AND  
COPENHAGEN VIA BALIC PORTS.  
THE Company's Steamship"ANNA"  
Captain Borg, will be despatched as above  
about the 15th instant.This steamer is fitted throughout with elec-  
tric light, carries a doctor, and having superior  
First Class Cabin accommodation and ships on  
the bridge deck, offers an excellent opportunity  
for passengers proceeding to Marseilles.For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 9th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship"TRIESTE"  
Captain Mita, will leave for the above places  
on THURSDAY, the 21st inst., at Noon.For Freight or Passage, apply to  
SANDER, WIELEB & CO.,  
Agents.

Hongkong, 19th March, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR FOOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship

"KAPING MARU"  
Captain S. Abumi, will be despatched for the  
above ports on WEDNESDAY, the 27th  
March, at DAYLIGHT.For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 15th March, 1901.

CANADIAN PACIFIC RAILWAY  
COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA,  
JAPAN AND EUROPE VIA CANADA  
AND THE UNITED STATES.

THE Company's Steamship

"TARTAR"  
Captain G. D. Ewing, will leave  
Hongkong on or about WEDNESDAY, the  
16th April, 1901, taking Passengers and Cargo  
For VICTORIA and VANCOUVER, B.C.  
(via INLAND SEA, KOBE and YOKO-  
HAMA).Making close connection at Vancouver with  
the Canadian Pacific Railway for all points in  
Eastern Canada, the United States and Europe.  
For Freight or Passage, apply to  
D. E. BROWN,  
General Agent, Hongkong.

Hongkong, 8th March, 1901.

VESSELS ON THE BERTH  
AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM FOR  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEEN, SUEZ,  
PORT SAID, FIUME AND TRIESTE.  
(Taking Cargo at through rates to the BRASSIE,  
to South AFRICA, Red SEA, LEVANT,  
Venice and Adriatic Ports)

THE Company's Steamship

"CHINA"  
Captain Levi, will be despatched as above on  
TUESDAY, the 19th inst., P.M.For information as to Passage and Freight,  
apply to  
SANDER, WIELEB & Co.,  
Agents.

Hongkong, 5th March, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 25th March, 1901, at  
1 P.M. the Company's Steamship  
"ANNAM," Captain Seller, with Mail,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via BOMBAY.This steamer connects at COLOMBO with  
the S.S. Australian, which vessel takes on her  
Passengers and Mails leaving that port on the  
6th April direct to Suez, Port Said and  
Marseilles.Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.  
Specie and Parcels until 3 P.M. on the 24th  
inst. (Parcels are not to be sent on board;  
they must be left at the Agency's Office). Con-  
tents and Value of Packages are required.For further particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 13th March, 1901.

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.  
City of Peking (via  
S'hai, Nagasaki, Kobe, THURSDAY, Apr.  
Inland Sea, Yokohama, 30, 1901, at NOON.  
and Honolulu)CHINA (via Shanghai,  
Nagasaki, Kobe, In- SATURDAY, May 25,  
land Sea, Yokohama, 1901, at NOON.  
and Honolulu)THE Company's Steamship "CITY OF  
PEKING" will be despatched for SAN FRAN-  
CISCO, via SHANGHAI, NAGA-  
SACKI, KOBE, INLAND SEA, YOKO-  
HAMA and HONOLULU on THURSDAY,  
the 30th April, 1901, at Noon.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.J. S. VAN BUREN,  
Agent.

Hongkong, 13th March, 1901.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.With Liberty to Call at MANILA.  
THE Steamship"GYMERIC"  
will be despatched for the above port about  
the end of March, 1901, and will be followed by  
the Steamships"RICHMOND CASTLE," "PATHAN,"  
"FERDINAND," and "LOWTHER  
CASTLE"For Freight, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 12th March, 1901.

VESSELS ON THE BERTH  
OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES.MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.  
Doric (via Shang-  
hai, Nagasaki, Kobe, THURSDAY, Mar. 19,  
Inland Sea, Yokohama, 1901, at NOON.  
and Honolulu)Coptic (via Shanghai,  
Nagasaki, Kobe, In- SATURDAY, Apr. 13,  
land Sea, Yokohama, 1901, at NOON.  
and Honolulu)Garlic (via Shanghai,  
Nagasaki, Kobe, In- TUESDAY, May 7,  
land Sea, Yokohama, 1901, at NOON.  
and Honolulu)THE Company's Steamship "DORIC"  
will be despatched for SAN FRAN-  
CISCO via SHANGHAI, NAGASACKI,  
KOBE, INLAND SEA, YOKOHAMA, and  
HONOLULU on TUESDAY, the 19th  
March, 1901, at Noon.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.Through Passenger Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of  
the United States or Canada. Rates and particu-  
lars of the various Routes may be obtained upon  
application.Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year, will be allowed dis-  
count of 10 per cent. This allowance does not  
apply to through fares from China and Japan to  
Europe.All PARCEL PACKAGES should be marked to  
address in full; and same will be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.For further information as to Freight or  
Passage apply to the Agency of the Company,  
Queen's Building.J. S. VAN BUREN,  
Agent.

Hongkong, 26th February, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" On 30th March

THE Steamship "STRATHGYLE"  
will be despatched for SAN DIEGO and  
SAN FRANCISCO via MOJI, KOBE and  
YOKOHAMA on 30th March.Through Bills of Lading issued to any point  
in the United States.Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.

Hongkong, 21st February, 1901.

## NOTICE TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART."  
OF THE NORDDEUTSCHER LLOYD.The above named steamer having arrived,  
Consignees of Cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasures, and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown Co.,  
Limited, Kowloon, whence delivery may be  
obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th March will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on THURSDAY, the 14th March, at  
9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
undersigned.NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 9th March, 1901.

NOTICES TO CONSIGNEES  
FROM HAMBURG, PENANG, AND  
SINGAPORE.

THE H. A. L. Steamship

"ADRIA"  
Captain Schoenfeldt, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.Optional Cargo will be forwarded, unless  
notice to the contrary be given before 5 P.M.  
TO-DAY, the 9th inst.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th March, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.

Hongkong, 9th March, 1901.

NAVIGAZIONE GENERALE ITALIANA  
(Fratelli C. Rissotto & C. S.p.A.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO"  
having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that their Goods are being landed at their risk  
into the Godowns of the Hongkong and Kow-  
loon Wharf and Godown Company, whence  
delivery may be obtained. Perishable Goods to  
be taken delivery of immediately.All damaged packages must be left in the  
Godowns, and a certificate obtained from the  
Godown Company, within seven days after the  
vessel's arrival here, after which no claims will  
be recognised.No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 14th  
instant will be subject to rent.Bills of Lading will be countersigned by  
CARLOWITZ & CO.,  
Agents.

Hongkong, 9th March, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AGAMEMNON"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
dows of the Kowloon Godown Co.; in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 14th inst.Optional cargo will be landed unless notice  
has been given prior to steamer's arrival.Goods undelivered after the 18th inst. will  
be subject to rent. All damaged Goods must be  
left in the Godowns, where they will be  
examined at 11 A.M. on the 19th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 11th March, 1901.

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE N.D.L. Steamship

"RAMBERG"  
Captain Jacobs, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 P.M.  
TO-DAY, the 9th inst.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 16th inst. will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.

Hongkong, 9th March, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"CATHERINE APCAR"  
having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.Cargo impeding the discharge will be landed  
at once.Cargo remaining on board after 2 P.M. of the  
15th inst. will be landed at Consignees' risk  
and expense into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited.Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE delivery of their Goods from  
alongside; such Cargo impeding the discharge  
of the vessel will be landed and stored at  
Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & CO.,  
Agents.

Hongkong, 12th March, 1901.

STEAMSHIP "ERNEST SIMONS."  
NOTICE.COMPAGNIE DES MESSAGERIES  
MARITIMES.CONSIGNEES of Cargo from London  
and Havre or s.s. Cambodge, and Bor-  
deaux or s.s. Ville de Marseille, in con-  
nection with above Steamer, are hereby informed  
that their goods, with the exception of Opium,  
Treasures and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, at Kowloon, whence delivery may  
be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before NOON TO-DAY, the 13th inst., re-  
questing it to be landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after WEDNESDAY, the 20th instant, at  
Noon, will be subject to rent and landing  
charges.All claims must be sent in to me on or before  
the 20th inst., or they will not be recognised.All damaged packages must be examined on  
WEDNESDAY, the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 13th March, 1901.

WOMAN'S WORLD.  
DOMESTIC AND SOCIAL.There are now appearing in the  
"HONGKONG DAILY PRESS"A SERIES OF SELECT ARTICLES  
BY  
EMINENT LADY WRITERS,  
upon subjects of great interest to women's social  
and domestic welfare.The following are some of the articles, with  
a few words about the personality of the  
writer—THE SPINSTER OF YESTERDAY  
AND TO-DAY.  
By Miss O'CONNOR ECCLES.Miss O'CONNOR ECCLES is one of  
London's best-known lady journalists; is an  
authoritative critic on our early and  
modern novelists, and is a type of Irish wit  
and keen intellect.DO ATHLETICS DESTROY  
DOMESTICITY?  
By Miss ANNESLEY KENEALY.Miss KENEALY, besides having a  
charming style and lively imagination, has  
attracted the public attention by her amuz-  
ing, but not the less energetic, crusade  
against "sporting females."THE ART OF ENTERTAINING.  
By Lady JEUNE.Lady JEUNE is the wife of the Right  
Hon. Sir Francis Jeune, K.C.B., President  
of the Privy Council, and a Privy Councillor. This  
lady is renowned for her benevolent work in  
the service of the poor, as well as for many  
trifling contributions to leading reviews  
and magazines upon topics of social im-  
portance. But in London, where she is a  
leader of society, she is famed, above  
everything, for her brilliant art of enter-  
taining, which attracts to her gatherings  
men and women of the highest rank, learn-  
ing, wit, and renown. The article Lady  
Jeune has written for our columns will be  
welcomed by all hosts and hostesses. Lady  
Jeune's articles on the Late Queen will be



## POST OFFICE NOTICES.

Parcels Mails for Europe, etc., per *S. S. Bengal*, will close at 5 p.m. to-day.  
The *Chusan*, with the English Mail of the 15th February, left Singapore on Sunday the 10th inst. at 4 p.m., and may be expected here to-day. The Packet brings replies to letters despatched from Hongkong on 14th January.  
The *Nippon Maru*, with the American Mail of the 10th inst., left Yokohama on Tuesday, the 12th inst., at daylight, and may be expected here on or about Wednesday, the 14th inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Saigon	Tatung	Friday, 14th, 9.00 A.M.
Hainan and Bangkok	Pharung	Friday, 14th, 9.00 A.M.
Hainan	Hainan	Friday, 14th, 11.00 A.M.
Nagasaki, Saeki, Kobe and Yokohama	Hainan	Friday, 14th, 11.00 A.M.
Macao	Hainan	Friday, 14th, 1.15 P.M.
Moji, Kobe and Yokohama	Hainan	Friday, 14th, 3.00 P.M.
Canton	Hainan	Friday, 14th, 5.00 P.M.
Singapore	Hainan	Friday, 14th, 5.00 P.M.
Bangkok	Hainan	Saturday, 15th, 9.00 A.M.
Bangkok	Hainan	Saturday, 15th, 9.00 A.M.
Swatow, Yap, Fr. Wilhelmshafen, Lam-gemahach, Herbert-Hole, Townsville, Brisbane and Sydney	Nevetung	Saturday, 15th, 10.00 A.M.

EUROPE, &c., India via Tutuoria.  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Amoy and Manila  
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle.  
Shanghai.  
Nagasaki.  
Swatow, Amoy and Fuchow.  
Moji, Kobe, and Yokohama.  
Swatow, Amoy and Tamu.  
Shanghai.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Singapore, Penang and Calcutta.  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

EUROPE, &c., India via Tutuoria.  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Straits and Calcutta.  
Yokohama and Kobe.  
Manila.  
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.

## TO-DAY.

Performance of *Sau-Jay* by the Duila Co., City Hall, 8 p.m.

## TO-MORROW.

Sale, Furniture, 10th, Queen's Road East, Messrs. Hughes & Hough, 11 a.m.  
Private Meeting of Shareholders Gt. Eastern and Caledonian G. M. Co., noon.  
Sale, Chinese Wares, Sales Rooms, Mr. G. P. Lamont, 2 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

THURSDAY, 14th March.

ON LONDON.—  
Telegraphic Transfer ..... 111 1/2  
Bank Bills, on demand ..... 111 1/2  
Bank Bills, at 30 days sight ..... 111 1/2  
Bank Bills, at 4 months sight ..... 111 1/2  
Credits, at 4 months sight ..... 111 1/2  
Documentary Bills, 4 months sight ..... 111 1/2

ON PARIS.—  
Bank Bills, on demand ..... 250 1/2  
Credits, at 4 months sight ..... 250 1/2

ON GERMANY.—  
On demand ..... 203 1/2

ON NEW YORK.—  
Bank Bills, on demand ..... 45 1/2  
Credits, 60 days sight ..... 45 1/2

ON BOMBAY.—  
Telegraphic Transfer ..... 140  
Bank, on demand ..... 140 1/2

ON CALCUTTA.—  
Telegraphic Transfer ..... 149  
Bank, on demand ..... 149 1/2

ON SHANGHAI.—  
Bank, at sight ..... 72  
Private, 30 days sight ..... 72

ON YOKOHAMA.—  
On demand ..... 11 p.m.

ON MANILA.—  
On demand ..... 11 p.m.

ON SINGAPORE.—  
On demand ..... 1 p.m.

ON BATAVIA.—  
On demand ..... 11 p.m.

ON HAIPHONG.—  
On demand ..... 2 p.m.

ON SAIGON.—  
On demand ..... 2 p.m.

ON BANOKOK.—  
On demand ..... 61

SOVEREIGNS, Bank's Buying Rate, 9.93  
GOLD LEAF, 100 fine, per tael, 52.25  
BAR SILVER, per oz, 28 1/2

## VESSELS EXPECTED.

THE ENGLISH MAIL.  
The P. & O. steamer *Chusan* left Singapore for this port on the 10th inst., at 4 p.m., with the outward English mails, and is due here to-day at about 5 p.m.

THE GERMAN MAIL.  
The Imperial German mail steamer *Konig Albert*, carrying the German mails with dates from Berlin of the 18th February, left Colombo on Friday, the 8th inst., p.m., and may be expected here on or about Tuesday, the 19th inst.

The Imperial German mail steamer *Bayer* left Kobe via Nagasaki and Shanghai on Sunday, the 10th inst., p.m., and may be expected here on or about Tuesday, the 19th inst.

## HONGKONG STOCK MARKET.

COMPANY.	Price.	Quantity.
Hongkong & S.S. Co.	125	100
China & Japan, only	24	21
Nat'l. Bank of China	21	25
A. Shares	23	27, buyers
B. Shares	28	27, buyers
Bank of China	21	25, buyers
Bull's Asbestos E. A.	21	25, buyers
Campbell, Moore & Co.	10	20
China Light and	20	20, nominal
Power Co. Ltd.	20	20, nominal
China Prov. L. & M.	10	20, buyers
China Sugar	100	144, sales
Cigar Companies—		
Alhambra, Limited	500	11,500, buyers
La Commercial, Ltd.	300	300, sales
Henshaw, Limited	300	100, sales
La Favorita, Ltd.	500	500, sales
Cotton Mills—		
Evo	100	100, buyers
International	100	100, buyers
Laun Kung Mow	100	100, buyers
Soyabes	100	100, buyers
Yahong	100	100, buyers
Hongkong	100	100, buyers
Dairy Farm	100	100, buyers
Green Island	100	100, buyers
Green Island Cont.	100	100, buyers
H. & C. Bakery	100	100, buyers
Hongkong & C. Gas	100	100, buyers
Hongkong Electric	100	100, buyers
H. H. L. Tramways	100	100, buyers
Hk. Steam Water	100	100, buyers
Lat. Co. Ltd.	100	100, buyers
Hongkong Hotel	100	100, buyers
Hongkong Ice	100	100, buyers
H. & K. Wharf & G.	100	100, buyers
Hongkong Rope	100	100, buyers
H. & W. Dock	100	100, buyers
Insurance	100	100, buyers
Canton	100	100, buyers
China Fire	100	100, buyers
China Traders	100	100, buyers
Hongkong Fire	100	100, buyers
No. 10 China	100	100, buyers
Straits	100	100, buyers
Union	100	100, buyers
Yangtze	100	100, buyers
Land and Building	100	100, buyers
Hongkong Land Inv.	100	100, buyers
Humphreys Estate	100	100, buyers
Kowloon Land & B.	100	100, buyers
West Point Building	100	100, buyers
Luzon Sugar	100	100, buyers
Mining	100	100, buyers
China Mutual Pref.	100	100, buyers
China Ordinary	100	100, buyers
Do.	100	100, buyers
Douglas Steamship	100	100, buyers
H. Canton and M.	100	100, buyers
Indo-China S. N.	100	100, buyers
Shell Transport and T.	100	100, buyers
Trading Co.	100	100, buyers
Star Ferry	100	100, buyers
Tobacco	100	100, buyers
United Alabaster	100	100, buyers
Do.	100	100, buyers
Waichai Warehouse	100	100, buyers
Watson & Co. A. S.	100	100, buyers
Universal Trading	100	100, buyers
Co., Ltd.	100	100, buyers

## THE WEATHER.

## CHINA COAST METEOROLOGICAL REGISTER, 15th March, P.M.

CHINA COAST METEOROLOGICAL REGISTER, 13th MARCH, P.M.						
STATION.	Hour.	Bar. reduced to sea level and 30 in. Therm. in shade.	Therm. in sun.	Humidity.	Wind. Force and direction.	Weather.
Yueh-suei-tsook	2 p.	30.00	18	—	NW 3	c
Tokyo	"	29.50	—	—	SW 6	c
Kobe	"	30.23	—	—	NW 4	c
Nagasaki	"	30.35	—	—	W 6	c
Kagoshima	"	30.35	—	—	NW 7	c
Taipei	1 p.	30.35	—	—	E 3	c
Taipei	"	30.16	—	—	E 4	c
Shanghai	"	30.25	—	—	W 3	c
Amoy	"	30.25	—	—	—	c
Pescadore	"	30.25	—	—	NE 6	c
Guzenz	3 p.	30.38	54	62	—	hvy
Shanghai Peak	"	30.50	56	70	ESE 3	c
Amoy	"	30.21	65	80	ESE 6	c
Swatow	"	30.11	60	80	ESE 3	c
Canton	"	30.21	57	68	N 2	c
Hongkong	4 p.	30.15	69	68	ENE 3	c
Victoria Peak	"	30.15	—	—	E 6	c
Shanghai	"	30.12	—	—	E 6	c
Amoy	"	30.16	62	—	SSE 1	c
Swatow	1 p.	29.92	63	58	E 9	c
Amoy	3 p.	—	—	—	E 4	c
Amoy	"	29.91	85	—	NNE 6	b
Canton	"	29.90	81	—	SE 2	b
C. S. James	"	—	—	—	SE 6	c